2014 Jeep Patriot at 98,000 mi

1C4NJPBB6ED123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Patriot · MK Patriot Sport 2.4 FWD	Chrysler/Mitsubishi/Hyundai "World Engine" four-cylinder (1.8L, 2.0L, 2.4L; GEMA)	98,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'E' = 2014, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

2
jobs recommended now

0
to plan in the next 30,000 miles · plus 3 factory maintenance items

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **13V-552** · Engine · balance shaft bearings (2.4L): Debris in the balance shaft bearings can cut oil pressure, which can stall the engine while driving or ruin it.
- **16V-668** · Air bags · occupant restraint controller: If the restraint control module shorts, the front air bags, side air bags and seat belt pretensioners may not deploy in a crash.

A model-year list, not a VIN check. Repairs are free at a Jeep dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Jeep dealer for a campaign printout, including 13V-552. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

Electronic throttle body failure (reduced power): Past the range (42,000–80,000 mi, the middle half of 87 owner reports) · if it fails: $550–$960
CVT automatic (Caliber, Patriot, Compass): Past the range (30,000–94,000 mi, the middle half of 248 owner reports) · if it fails: $3,280–$5,000
Radiator fan connector shorting (coolant wicking): Past the range (55,000–91,000 mi, the middle half of 39 owner reports)
Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Balance shaft bearing debris (loss of oil pressure) — Free if open

Recall 13V-552 is listed for this model year. Check the VIN; the repair is free at a Jeep dealer if it is open.

Next 12 months up to about 110,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 128,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Crankshaft or camshaft sensor stalling — $143–$194

independent shop, installed

Past the range (50,000–85,000 mi, the middle half of 15 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 128,000 mi

$100–$160

No other repairs on the list before 128,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 98,000 mi to 128,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs Replace spark plugs every 30,000 mi.	every 30,000 mi	**Was due at 90,000 mi, next 120,000 mi** [M3][M4]
Engine coolant Flush and replace engine coolant at 10 years or 150,000 mi, whichever comes first.	every 150,000 mi or 10 years	**Due by age: 10-year limit passed (check records)** [M3][M4]
CVT fluid CVT: change fluid every 120,000 mi (normal schedule).	every 120,000 mi	**Due at 120,000 mi** [M3][M4]

M1. 2007 Jeep Patriot Owner's Manual (Maintenance Schedules) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2007/Patriot/836.pdf

M2. 2012 Jeep Patriot Owner's Manual (Maintenance Schedules) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2012/Patriot/338.pdf

M3. 2014 Jeep Patriot Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2014/Patriot/278.pdf

M4. 2017 Jeep Patriot Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2017/Patriot/1993.pdf

M5. 2016 Jeep Compass Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Jeep/2016/Compass/49.pdf

M6. 2008 Chrysler Sebring Sedan Owner's Manual (Maintenance Schedules) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Chrysler/2008/Sebring_Sedan/783.pdf

M7. 2017 Dodge Journey Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Dodge/2017/Journey/1942.pdf

M8. 2014 Dodge Dart Owner's Manual (Maintenance Schedule) OFFICIAL
https://vehicleinfo.mopar.com/assets/publications/en-us/Dodge/2014/Dart/200.pdf

WHERE 98K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Electronic throttle body failure (reduced power)	42,000–80,000 mi (middle half of 87 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	CVT automatic (Caliber, Patriot, Compass)	30,000–94,000 mi (middle half of 248 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Crankshaft or camshaft sensor stalling	50,000–85,000 mi (middle half of 15 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Balance shaft bearing debris (loss of oil pressure)	2013 Avenger and Chrysler 200, 2014 Compass and Patriot with the 2.4L (recall 13V-552) OFFICIAL	Any mileage
5	Radiator fan connector shorting (coolant wicking)	55,000–91,000 mi (middle half of 39 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2014 Jeep Patriot

Safety recall repairs are free at Jeep dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1C4NJPBB6ED123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Jeep dealer for a campaign printout; it also lists completed campaigns.

2.0L / 2.4L WORLD ENGINE FOUR RECALLS WE TRACK

13V-552 · Balance shaft bearing debris can cut oil pressure (2013 Avenger/200, 2014 Compass/Patriot 2.4L)

NHTSA lists this model and year: check by VIN

Abrasive debris in the balance shaft bearings may cause a loss of oil pressure, an engine stall or engine damage. Free repair. OFFICIAL [2]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

16V-907 · Crankshaft or camshaft sensor may stall the engine (2016 Journey, Compass, Patriot)

Not listed for MY2014

The crankshaft or camshaft sensor may work only part of the time, causing the engine to stall. Free repair. OFFICIAL [2]

07V-473 · Coolant can short the radiator fan connector (2008 Avenger, Sebring 2.4L)

Not listed for MY2014

Engine coolant may be drawn into the left radiator fan motor connector, which can short and cause a fire. Free repair. OFFICIAL [2]

Other 2.0L / 2.4L World Engine four recalls we track, not listed by NHTSA for this model and year: 15V-431 (engine cover may fall onto the exhaust manifold (2011–2015 Journey 2.4L)).

EVERY RECALL NHTSA LISTS FOR THE 2014 JEEP PATRIOT (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
13V-552 2.0L / 2.4L World Engine four tracked	Engine · balance shaft bearings (2.4L)	Debris in the balance shaft bearings can cut oil pressure, which can stall the engine while driving or ruin it. Details
16V-668	Air bags · occupant restraint controller	If the restraint control module shorts, the front air bags, side air bags and seat belt pretensioners may not deploy in a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: PATRIOT. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 5 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (MK).

1 Electronic throttle body failure (reduced power)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 870 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 98,000 mi this car is past the reported range (42,000–80,000 mi (middle half of 87 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 42,000–80,000 mi (middle half of 87 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; the most common engine complaint on these cars

WHAT FAILS SHOP/RETAILER [1][3]

Owners report the electronic throttle body failing: the throttle or wrench warning light comes on and the engine drops into reduced power, sometimes reaching only 10–25 mph. RepairPal notes a shop may clean the throttle body or reprogram the PCM before replacing it.

SYMPTOMS

- Throttle (lightning bolt) or wrench light on
- Car will not go above 10–25 mph
- Hesitation or surging, rough idle

IF IT'S LEFT TOO LONG

Sudden reduced power in traffic is a safety risk; the car usually still runs.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix at the first throttle warning. Scan for codes and check the wiring before buying a new throttle body.

ESTIMATED REPAIR COST

Throttle body replacement, Jeep Patriot (RepairPal)	**$523–$568** SHOP/RETAILER [3] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=26)	**$550–$960** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.4× The failure-bill midpoint ($755) is about 1.4× the early-fix midpoint ($546). A cost ratio, not a probability.

Where the numbers come from: Computed from 26 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $710). Examples: ODI 10676978, 10609112, 10567522, 10458458. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR MK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any throttle or wrench warning light?
- Throttle body ever replaced?

2 CVT automatic (Caliber, Patriot, Compass)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 1774 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 98,000 mi this car is past the reported range (30,000–94,000 mi (middle half of 248 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 30,000–94,000 mi (middle half of 248 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Mostly 2007–2017 Caliber, Patriot and Compass with the CVT; others use a 4- or 6-speed automatic

WHAT FAILS FORUM/BLOG [1][5]

The CVT paired with this engine in the Caliber, Patriot and Compass draws many complaints: whining or grinding, shudder, lag, overheating and limp mode, and some failures that end in a used or new transmission. A 2018 class action made these claims for 2010–2013 Patriot and Compass and 2010–2012 Caliber; it was dismissed in 2022 without a ruling on the defect.

SYMPTOMS

- Whine or grinding that rises with speed
- Shudder or lag pulling away
- Slows down with a warning light when hot (limp mode)

IF IT'S LEFT TOO LONG

A failed CVT is usually replaced, not repaired; the bill can exceed the car's value.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the fluid service history and road-test it warm; budget for a transmission on a high-mileage CVT car.

ESTIMATED REPAIR COST

CVT fluid service (no published price)	**No published price** independent shop, installed
Owner-reported transmission repair bills in NHTSA complaints (CVT and 4-speed automatics) (n=42)	**$3,280–$5,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 42 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $4,100). Examples: ODI 10617016, 10408665, 10824514, 10566461. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR MK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- CVT fluid ever changed?
- Any whine, shudder or limp mode?
- Transmission ever replaced?

3 Crankshaft or camshaft sensor stalling

Past the range

Severity: Medium: leaks and wear · 245 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 98,000 mi this car is past the reported range (50,000–85,000 mi (middle half of 15 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 50,000–85,000 mi (middle half of 15 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any year; recall 16V-907 covers some 2016 Journey, Compass and Patriot

WHAT FAILS OFFICIAL [2][1]

A crankshaft or camshaft position sensor that works only part of the time can make the engine stall or not start. FCA recalled some 2016 Journey, Compass and Patriot for this (16V-907); owners of other years report the same sensor faults.

SYMPTOMS

- Stalling while driving or at a stop
- Cranks but will not start, then starts later
- Check-engine light

IF IT'S LEFT TOO LONG

A stall at speed means losing power assist.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 16V-907; replace a sensor that sets codes.

ESTIMATED REPAIR COST

Crankshaft position sensor replacement, 2015 Patriot (RepairPal)	**$143–$194** SHOP/RETAILER [4] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=5)	**$200–$500** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.1× The failure-bill midpoint ($350) is about 2.1× the early-fix midpoint ($169). A cost ratio, not a probability.

Where the numbers come from: Computed from 5 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $320). Examples: ODI 11054875, 11241379, 11632867, 11595071. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR MK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any stalling or no-starts?
- Sensor ever replaced?
- Recall 16V-907 done (2016)?

4 Balance shaft bearing debris (loss of oil pressure)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 38 mentions in counted NHTSA complaints
COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2013 Avenger and Chrysler 200, 2014 Compass and Patriot with the 2.4L (recall 13V-552)), so mileage doesn't say much here. Range: 2013 Avenger and Chrysler 200, 2014 Compass and Patriot with the 2.4L (recall 13V-552) OFFICIAL [2]

WHAT FAILS OFFICIAL [2]

Abrasive debris in the balance shaft bearings can cause a loss of engine oil pressure, which can stall the engine or damage it. Dealers inspect and repair the engine free under recall 13V-552.

SYMPTOMS

- Oil pressure warning light
- Engine noise
- Stalling

IF IT'S LEFT TOO LONG

Running with no oil pressure ruins the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Check the VIN for recall 13V-552 before buying a 2013–2014 car.

ESTIMATED REPAIR COST

Free under recall 13V-552	**Free if covered** OFFICIAL [2] independent shop, installed
No published price outside the recall	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR MK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Recall 13V-552 done?
- Any oil pressure warnings?

5 Radiator fan connector shorting (coolant wicking)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 318 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 98,000 mi this car is past the reported range (55,000–91,000 mi (middle half of 39 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 55,000–91,000 mi (middle half of 39 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2008 Avenger and Sebring with the 2.4L (recall 07V-473); owners of other years report fan faults

WHAT FAILS OFFICIAL [2][1]

Engine coolant can be drawn into the left radiator cooling fan motor connector and short it, which can cause a fire. Dealers fixed it under recall 07V-473. Owners of later cars also report fans that stop working and the engine running hot in traffic.

ESTIMATED REPAIR COST

Free under recall 07V-473 on the 2008 Avenger and Sebring only; no	**No published price** independent shop, installed

SYMPTOMS

- Cooling fan not running or running all the time
- Temperature rising in traffic
- Burning smell or melted connector

IF IT'S LEFT TOO LONG

A shorted connector can start a fire; a dead fan can overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 07V-473 and look at the fan connector for coolant or heat damage.

published price for other models	
No published price outside the recall	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR MK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Recall 07V-473 done (2008)?
- Any overheating in traffic?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L / 2.4L World Engine four owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Stalling / loss of power	3,135	Mixed causes in the complaint text: throttle body, crank/cam sensors, CVT, battery and ignition switch faults; see those items.
TIPM / electrical	1,259	Power-module (TIPM), battery and charging faults; not engine-internal and no FCA program covers them on these cars.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Throttle warning history and codes
- CVT road test warm (Caliber, Patriot, Compass)
- Cooling fans run with A/C on

Ask the seller

- Throttle body replaced?
- CVT fluid service or replacement?
- Recalls 13V-552 / 16V-907 / 07V-473 done if they apply?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Electronic throttle body failure (reduced power): symptoms or fault codes present	$523–$568
CVT automatic (Caliber, Patriot, Compass): fault found on inspection	$3,280–$5,000
Crankshaft or camshaft sensor stalling: symptoms or fault codes present	$143–$194
Balance shaft bearing debris (loss of oil pressure): fault found on inspection	No published price
Radiator fan connector shorting (coolant wicking): fault found on inspection	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. `OFFICIAL` NHTSA/Stellantis documents · `SHOP/RETAILER` parts prices and shop articles · `FORUM/BLOG` owner forums and blogs · `COMPUTED FROM NHTSA DATA` our analysis of NHTSA data · `OUR ESTIMATE` ours.

NHTSA complaint data. Pulled Oct 28, 2026 from NHTSA's complaints API for Caliber (non-SRT), Avenger, Journey, Sebring and 2011–2014 Chrysler 200 complaints that do not mention a V6; all Compass (2007–2016) and Patriot (2007–2017) complaints; and 2013–2016 Dart complaints that name the 2.0L and no other engine: 17,410 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text.
`COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Stalling / loss of power	3,135	Also reported
CVT / transmission	1,774	Item 2
TIPM / electrical	1,259	Also reported
Throttle body / reduced power	870	Item 1
Cooling fan / overheating	318	Item 5
Crank / cam sensor	245	Item 3
Oil pressure / balance shaft	38	Item 4

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for Caliber (non-SRT), Avenger, Journey, Sebring and 2011–2014 Chrysler 200 complaints that do not mention a V6; all Compass (2007–2016) and Patriot (2007–2017) complaints; and 2013–2016 Dart complaints that name the 2.0L and no other engine, pulled Oct 28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 13V-552 (balance shaft bearing debris), 16V-907 (crankshaft/camshaft sensor), 07V-473 (radiator fan connector) and 15V-431 (Journey engine cover), checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=13V552000

3. RepairPal: Jeep Patriot throttle body replacement estimate ($523–$568; parts about $425, labor $98–$143), via search extract Oct 27, 2026 `SHOP/RETAILER`
https://repairpal.com/estimator/jeep/patriot/throttle-body-replacement-cost

4. RepairPal: 2015 Jeep Patriot repair costs (crankshaft position sensor replacement $143–$194), via search extract Oct 27, 2026 `SHOP/RETAILER`
https://repairpal.com/cars/jeep/patriot/2015

5. Top Class Actions: Dodge, Jeep CVT transmission defect class action dismissed (2010–2013 Patriot and Compass, 2010–2012 Caliber; allegations of shudder, lag and overheating; dismissed Feb 2022 without a ruling on the defect), via search extract Oct 27, 2026 FORUM/BLOG
https://topclassactions.com/lawsuit-settlements/consumer-products/auto-news/update-dodge-jeep-transmission-defect-class-action-dismissed

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Jeep dealer or qualified shop. Safety recall repairs are free at Jeep dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FCWLD-123456-20261027 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.